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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

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COUNTRY East Germany

DATE DISTR. 21 October 1955

SUBJECT Aircraft Engine Construction
 at VEB Industriewerk, Chemnitz

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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

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1. The manufacture of aircraft engines at the former Wanderer Works in Chemnitz was controlled by "Materialamt Pirna" (Materials Office Pirna). All new aircraft engines for quantity production in Chemnitz are developed at Materialamt Pirna. The manufacture and development of air frames was transferred to the "Luftfahrt-Werke" in Chemnitz. In May 1955, a Soviet repair installation for aircraft engines was established on the premises of the former Wanderer Works in Chemnitz.
2. Ing. Makella of Ludwigsfelde was acting chief of the aircraft engine department at Chemnitz. He was assisted by one Panek, a production engineer. Ing. Boerner was the chief of the designs bureau and was assisted by some engineers including Ing. Hundhausen. Ing. Lorentzen was in charge of the propeller department; his deputy was Dipl. Ing. Leuthold. No development work was being done at this department, the mission of which was to produce production records for the quantity production of propellers on the basis of Soviet developments. The Technological Department was headed by Ing. Salzmann. Engineers Pertuch and Falke were also in this department. The test stands at Chemnitz, were controlled by Ing. Hartlaib who was assisted by a number of young engineers. A primary test stand for propellers had been completed. The number of test stands available was unknown. Ing. Egonet Wandersleb was assigned to the Strength Department.

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His laboratory was still in progress of organization. Wandersleb visited the Zeiss Firm in Jena in order to buy a microscope for testing materials and quartz spectrograph. No information was available on the status of the chemical laboratory. The chief of the laboratory had not yet been appointed. 25X1

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3. The pyrometric laboratory was also still in progress and the equipment and personnel had not yet been assigned to it. The laboratory for the testing of materials was headed by Ing. [redacted] who at the same time was also a metallurgist of the installation. [redacted] This capacity was the superior to all laboratory chiefs in Chemnitz. It was learned that the individual laboratory chiefs were travelling about in the GDR in order to procure the equipment required for their laboratories. The work of the installation in Chemnitz was controlled by the Technological [redacted] Machine tools required had been procured at the Leipzig Spring [redacted] Machine tools were of East German

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the Soviet model ASH-21 engine has 14 cylinders. ¹ In late 1955, the first of these engines is to be manufactured in Chemnitz. So far, technical records require the manufacture of these engines had been obtained from Russian sources. A staff of about 100 persons and interpreters was employed. Russian designations remained in use for the materials received and the word "Soviet" was added to the individual materials. This was believed to indicate the use of Soviet material for the construction of aircraft engines.

1. Comment. It is believed that the model ASH-21 engine which is used for Il-14 model aircraft is concerned. 25X1
2. Comment. ~~Ma~~ ~~W~~ ~~ard~~ ~~ind~~ ~~st~~ Pirna was dissolved in 1953. The aircraft industry is now under HV Industriebedarf. 25X1
3. Comment. Presumably the 1955 Leipzig Spring Fair (27 February-9 March) is meant. 25X1

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